

CLAIMS

1. A pneumatic tire comprising
a tread portion provided with a block pattern being
asymmetric about the tire equator, said tread portion having an
inside tread edge and an outside tread edge to be placed on the
inside and outside of a vehicle, respectively,

outside lateral grooves extending from the outside tread
edge to a tread center region, each said outside lateral groove
having a groove center line X_0 inclined towards one direction with
respect to the tire circumferential direction at an angle θ_0 of
from 40 to 60 degrees with respect to the tire circumferential
direction,

inside lateral grooves extending from the inside tread
edge to the tread center region, each said inside lateral groove
having a groove center line X_5 inclined at an angle θ_5 of from 70
to 100 degrees with respect to the tire circumferential direction,

each portion between the circumferentially adjacent
outside lateral grooves divided into outside blocks by outside
connecting grooves extending thereacross, said outside connecting
grooves comprising a first groove, a second groove, a third groove
and a fourth groove arranged in this order from the outside tread
edge toward the inside tread edge,

the first outside connecting groove having a first groove
center line X_1 , the second outside connecting groove having a
second groove center line X_2 , the third outside connecting groove
having a third groove center line X_3 , the fourth outside
connecting groove having a fourth groove center line X_4 ,
the first to fourth groove center lines X_1 to X_4 inclined
reversely to the groove center lines X_0 of the outside lateral

grooves with respect to the tire circumferential direction, the inclination angles θ_1 to θ_4 of the first to fourth groove center lines X1 to X4 with respect to the tire circumferential direction being in a range of from 20 to 50 degrees and being different from each other.

2. The pneumatic tire according to claim 1, wherein the angles θ_1 , θ_2 , θ_3 and θ_4 of the first, second, third and fourth outside connecting grooves, respectively, satisfy the following condition: $\theta_1 > \theta_2 > \theta_3 > \theta_4$.
3. The pneumatic tire according to claim 2, wherein angle differences $\theta_1 - \theta_2$, $\theta_2 - \theta_3$ and $\theta_3 - \theta_4$ are not less than 5 degrees.